

General
Motor
Motorama Show

THOMAS L. HICKEY
General Organizer

International Brotherhood of
TEAMSTERS, CHAUFFEURS

WAREHOUSEMEN & HELPERS of America, A. F. of L.



325 SPRING STREET, NEW YORK 13, NEW YORK • ALGONQUIN 5-2525

February 24, 1956

Mr. Einar O. Mohn
Assistant to the General President
International Brotherhood of Teamsters
25 Louisiana Avenue, N.W.
Washington 1, D. C.

ADMINISTRATIVE FILE
General Motors Company -
Motorama Show
x 2 817
Sprague, F. W.

Dear Sir and Brother:

Sometime ago I discussed the matter of handling the General Motors Motorsmen Show which comes into our town here once a year, and asked you if you had any knowledge of a letter that you sent out sometime in December 1954 to Local Union 817 from Dave Beck asking them to cooperate with this project in mind that some agreement he had arrived at with the General Motors outfit. You finally dug up a letter dated December 23, 1954, of which you sent me a copy which was self explanatory. This was the first time I saw this letter and we were all set to go to work on the General Motors show when some of our employers with whom we have worked pretty closely down through the years raised some objections as to the hiring of our men to handle this equipment going in and out of the Waldorf Astoria Hotel. I took the matter up with our employers and got them to agree to use 807 men to do the work we had done for a good many years. These employers checked with Anchor Motor Freight and got the cold no as their answer, saying they had plenty of men over in New Jersey "truck drivers from the Middle West" who they could use to do this work.

This work was done eventually by members of Local 170 Iron Workers who worked around the clock, in twelve hour shifts, doing work that rightfully belonged to our Local Teamsters. This has established a very bad precedent here in New York City and I would appreciate an opportunity of sitting down with some of our people who are involved in other parts of the country to go into this matter in detail.

Fraternally yours,

INTERNATIONAL BROTHERHOOD OF TEAMSTERS,
CHAUFFEURS WAREHOUSEMEN & HELPERS OF AMERICA

Thomas L. Hickey
General Organizer

TLH:ml

817

ADMINISTRATIVE FILE ✓
General Motors Company -
Motorama Show
X 817
Sprague, F.W.

January 14, 1955.

Mr. F.W. Sprague,
Waldorf Astoria Hotel
New York, New York.

Dear Mr. Sprague:

at the request of the office of Vice President
James R. Hoffa, photostatic copy of letter addressed
to Edward F. O'Donnall, Secretary-Treasurer of
Local Union 817 dated December 23, 1954, is being
forwarded for your use.

Fraternally,

EOM:b

Einar O. Mohn, Assistant
to the General President

Diana - Hoffa's 1/14/55
see, called re
Motoring
show.

L Beck - Hoffa.

cc sent to
Mr F W Sprague
Waldorf Astoria
Room 1636
air mail -
Spec. deliv.

ADMINISTRATIVE FILE

THEATRICAL DRIVERS & HELPERS UNION

Local 817

An affiliate of the

INTERNATIONAL BROTHERHOOD OF TEAMSTERS, CHAUFFEURS, WAREHOUSEMEN AND HELPERS
OF AMERICA • A F OF L

Radio, Television, Field Equipment, Motion Pictures, Film, Exhibition & Orchestra

Affiliated with the Central Trades and Labor Council and Joint Council 216
and member of the Fact-Finding Committee of the Theatrical Industry

584 NINTH AVENUE, NEW YORK

Telephone: COlumbus 5-7898-99

December 28, 1954

Mr. Dave Beck
I.B. of T.C.W. & H.
100 Indiana Avenue, N.W.
Washington 1, D.C.

Dear Mr Beck:

In reply to your communication of December 23rd
relative to your agreement with General Motors
Motorama Show and Anchor Motor Freight, wish to
advise that we will cooperate to the fullest
extent with your agreement.

It is our policy that Theatrical Teamsters unload
or load any vehicles that do not employ members
of our local, whether they carry scenery, props,
electrics, radio, television, exhibition or any
other properties pertaining to the theatrical
industry.

We trust this will not interfere with our policy
for employment of our men on future exhibition
work.

With kindest personal regards to you, and wishing
you the very best for a Happy New Year, I remain,

Fraternally yours,

Edward J. O'Donnell

Secretary-Treasurer

EFO'D/mb

"THE SHOW MUST GO ON"

December 23, 1954

Mr. Edward F. O'Donnell, Secretary-Treasurer
Teamsters Local Union No. 817
584 Ninth Avenue
New York 1, New York

Dear Sir and Brother:

This will inform you that I have been able to negotiate an agreement with the Anchor Motor Freight Company for their equipment that will move around the United States to seven cities, handling the General Motors Motorama Show which is sent out on the road once a year as a good will tour to display their products.

It required a great deal of time and effort to prevail upon General Motors to let Anchor Motor Freight handle this show. It requires specialized equipment and I have guaranteed that their care will be able to work at various cities making city deliveries and other work around the trucks with the drivers who will accompany the equipment across the country. This is the first time we have been able to prevail upon unionization of this operation. Following are the dates:

Chicago	January 4-14
New York	January 15-26
Miami	February 4-16
Los Angeles	February 24-March 13
San Francisco	March 20-30
Boston	April 15-30

Will you please communicate with me as quickly as possible to indicate that you will cooperate in this project in harmony with the commitment arrived at between Anchor Motor Freight and General Motors. I will appreciate a prompt reply.

Fraternally yours,

FROM THE OFFICE OF
DAVE DICE, GENERAL PRESIDENT
INTERNATIONAL BROTHERHOOD OF TEAMSTERS
17

✓ ADMINISTRATIVE FILE V

General Motors - Motorama
Show

GENERAL MOTORS CORPORATION

GENERAL MOTORS BUILDING

DETROIT 2, MICHIGAN

OFFICE OF THE PRESIDENT

January 20, 1956

Accept
X *m-c. 'a*

Mr. Dave Beck
25 Louisiana Avenue N. W.
Washington, D. C.

Dear Mr. Beck:

I very much hope you will be able to attend a Preview of our Miami showing of the GM MOTORAMA of 1956 at the Dinner Key Exposition Building from 4 to 7 p.m. on Friday, February 3, 1956.

This will give our friends living in or visiting Florida an opportunity to inspect our 1956 cars and other products in advance of the public showing of our exhibit, which opens Saturday, February 4, and runs through Sunday, February 12.

The GM MOTORAMA of 1956, which will first be presented to the public at the Waldorf-Astoria in New York on January 19, will be greatly enlarged for its Miami showing because of the additional floor space available at Dinner Key. The Preview on the afternoon of February 3 will provide an occasion for some of our General Motors people to meet with business leaders, other friends and their wives. I hope to have the privilege of greeting you personally at the reception.

It is necessary that admission be by card only. I would therefore appreciate it if you would return the enclosed card indicating whether or not you will be able to attend. We will then arrange to transmit to you the credentials for two.

Very truly yours,

H. H. Curtice

Harlow H. Curtice

ADMINISTRATIVE FILE
General Motors ~~Head~~ Company
Motorama Show
X

January 11, 1956

Mr. Ray W. Frankowski, Secretary-Treasurer
Teamsters Local Union No. 389
846 South Union Avenue
Los Angeles 17, California

Dear Sir and Brother:

For your information, the General Motors Show 'Motorama', will be in the below listed cities on the dates indicated. It may be well to keep in mind that the Show arrives approximately one week before the opening date.

New York
Miami
Los Angeles
San Francisco
Boston

January 10-12
February 3
March 2
March 23
April 30

I pointed out to you last year that we had been able to prevail upon General Motors to use Anchor Motor Freight Company for the complete handling of this Show. The transporting and setting up of this Show requires specialized equipment and I have guaranteed to both General Motors and Anchor Motor Freight that the union card issued by our Local Union in Detroit, Michigan, will be honored in all the cities.

It is necessary that the men employed by Anchor Motor Freight be allowed to do all the necessary work in the cities in which Motorama is showing. This is a small concession to make in order to have this big operation completely unionized. If there are any questions in connection with this, please communicate with me as quickly as possible.

Fraternally yours,

DE:aw
jv

ADMINISTRATIVE FILE
General Motors Company
Motorama Show
X

January 11, 1956

Mr. Daniel Sweeney, Secretary-Treasurer
Brotherhood of Teamsters and Auto
Truck Drivers
Local Union No. 85
536 Bryant Street
San Francisco 7, California

Dear Sir and Brother:

For your information, the General Motors Show 'Motorama', will be in the below listed cities on the dates indicated. It may be well to keep in mind that the Show arrives approximately one week before the opening date.

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DB:aw
JV

FROM THE OFFICE OF
DAVE BUCK, GENERAL PRESIDENT
INTERNATIONAL BROTHERHOOD OF TEAMSTERS
17

ADMINISTRATIVE FILE
General Motors Motor
Motorama Show
X

January 10, 1956

Mr. M. W. Miller, Trustee
c/o Mr. Joseph W. Morgan
Teamsters Local Union No. 390
1700 N. W. 17th Avenue
Miami, Florida

Dear Sir and Brothers:

For your information, the General Motors Show 'Motorama', will be in the below listed cities on the dates indicated. It may be well to keep in mind that the Show arrives approximately one week before the opening date.

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DB:aw
jv

ADMINISTRATIVE FILE

General Motors Company
Motorama Show

X

January 10, 1956

Mr. Edward F. O'Donnell, Secretary-Treasurer
International Brotherhood of Theatrical,
Radio, Television, Field Equipment, Sound
Trucks, Motion Picture, Film, Exhibition and
Orchestra Chauffeurs and Helpers, Local Union # 817
584 Ninth Avenue
New York 1, New York

Dear Sir and Brother:

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JV

FROM THE OFFICE OF
DAVE BECK, GENERAL PRESIDENT
INTERNATIONAL BROTHERHOOD OF TEAMSTERS
17

ADMINISTRATIVE FILE

General Motors Company -

Motorama Show..... 0

X

January 11, 1956

Mr. John W. Filipoff, Secretary-Treasurer
Local Freight Drivers Union No. 208
946 South Union Avenue
Los Angeles 17, California

Dear Sir and Brother:

For your information, the General Motors Show 'Motorama', will be in the below listed cities on the dates indicated. It may be well to keep in mind that the show arrives approximately one week before the opening date.

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Fraternally yours,

DB:ew
jv

ADMINISTRATIVE FILE

General Motors Company -
Motorama Show

X

January 11, 1956

Mr. Michael J. O'Donnell, Secretary-Treasurer
Teamsters Local Union No. 25
99 Portland Street
Boston 14, Massachusetts

Dear Sir and Brother:

For your information, the General Motors Show 'Motorama', will be in the below listed cities on the dates indicated. It may be well to keep in mind that the Show arrives approximately one week before the opening date.

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DB:aw
jv

ADMINISTRATIVE FILE

General Motors Company -
Motorama Show

X

January 11, 1956

Mr. Homer L. Woxberg, Secretary-Treasurer
Line Drivers Union, Local No. 224
846 South Union Avenue
Los Angeles 17, California

Dear Sir and Brother:

For your information, the General Motors Show 'Motorama' will be in the below listed cities on the dates indicated. It may be well to keep in mind that the Show arrives approximately one week before the opening date.

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DB:av
jv

ADMINISTRATIVE FILE
General Motors Company -
Motorama Show
X

January 10, 1956

Thomas L. Hickey, Secretary, Treasurer
Local Union No. 807
International Brotherhood of Truck Drivers
325 Spring Street
New York 13, New York

Dear Sir and Brother:

For your information, the General Motors Show 'Motorama', will be in the below listed cities on the dates indicated. It may be well to keep in mind that the Show arrives approximately one week before the opening date.

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Faternally yours,

DB:av
JV

ADMINISTRATIVE FILE

General Motors Company

Motorama Show

X

January 10, 1956

Mr. Claude Sutton, Secretary-Treasurer
General Drivers Union, Local 332
116 East Pasadena Avenue
Flint 5, Michigan

Dear Mr. Sutton:

Thank you for sending me the Anchor Motor Freight
agreement. I have made a copy for our files and am
returning your signed copy herewith.

Sincerely yours,

enc.

Ann Watkins.

General Drivers Union, Local 332



International Brotherhood of Teamsters, Chauffeurs,
Warehousemen & Helpers of America
Affiliated with the American
Federation of Labor

Phone 93566
114 E. Pasadena Ave
FLINT 3, MICH.

CLAUDE SUTTON, Secretary-Treasurer and Business Agent

January 6, 1956

International Headquarters Bldg.
25 Louisiana Ave.
Washington (1) D. C.

Attention: Ann Watkins

Dear Miss Watkins:

Here is the Anchor Meter Contract for 1954 as per your request. As this is the only signed copy we have in our files, will you please see that it is returned to us?

Thanking you in advance for your cooperation in the above matter, I remain,

Yours truly,

GENERAL DRIVERS LOCAL 332

Claude Sutton

Claude Sutton,
Sec'y-Treas.

jm

General Drivers Union, Local 332



International Brotherhood of Teamsters, Chauffeurs,
Warehousemen & Helpers of America

Affiliated with the American
Federation of Labor

Phone 9-5866
116 E. Pasadena Ave.
FLINT 5, MICH.

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January 6, 1956

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25 Louisiana Ave.
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Thanking you in advance for your cooperation in the above matter, I remain,

Yours truly,

GENERAL DRIVERS LOCAL 332

Claude Sutton

Claude Sutton,
Sec'y-Treas.

jm

MEMORANDUM OF AGREEMENT
1952 NATIONAL TRUCKAWAY CONTRACT

The ANCHOR MOTOR FREIGHT, INC. OF MICHIGAN of the City of Flint, State of Michigan hereinafter referred to as the "Employer" and the INTERNATIONAL BROTHERHOOD OF TEAMSTERS, CHAUFFEURS, WAREHOUSEMEN AND HELPERS OF AMERICA, A.F. of L. LOCAL UNION NO. 322, of the City of Flint, State of Michigan, hereinafter referred to as the "Union" agree to be bound by the following terms and provisions covering wages and working conditions:

ARTICLE I

Recognition

Section 1 (a). The employer recognizes and acknowledges that the National Truckaway and Driveaway Conference, on behalf of its member local unions, is the exclusive representative of all employees in the classifications of work covered by this agreement for the purposes of collective bargaining as provided by the National Labor Relations Act.

(b) All present employees who are members of the Local Union on the effective date of this subsection shall remain members of the Local Union in good standing as a condition of employment. All present employees who are not members of the Local Union and all employees who are hired hereafter shall become and remain members in good standing of the Local Union as a condition of employment on and after the 1st day following the beginning of their employment or on and after the 1st day following the effective date of this subsection, whichever is the later. This provision shall be made and become effective as of such time as it may be made and become effective under the provisions of the National Labor Relations Act, but not retroactively.

(c) When the Employer needs additional men he shall give the Local Union equal opportunity with all other sources to provide suitable applicants, but the Employer shall not be required to hire those referred by the Local Union.

(d) No provision of this Article shall apply in any state to the extent that it may be prohibited by state law. If under applicable state law additional requirements must be met before any such provision may become effective, such additional requirements shall first be met.

(e) If any provision of this Article is invalid under the law of any state wherein this contract is executed, such provision shall be modified to comply with the requirements of State Law or shall be re-negotiated for the purpose of adequate replacement. If such negotiations shall not result in mutually satisfactory agreement, either party shall be permitted all legal or economic recourse.

(f) In those instances where subsection (b) hereof may not be validly applied, the Employer agrees to recommend to all employees that they become members of the Local Union and maintain such membership during the life of this Agreement, to refer new employees to the Local Union representative, and to recommend to delinquent members that they pay their dues since they are receiving the benefits of this contract.

(g) To the extent such amendments may become permissible under applicable Federal and State law during the life of this agreement as a result of legislative, administrative or judicial determination, all of the provisions of this Article shall be automatically amended to embody the greater Union security provisions contained in the 1947-1952 National Truckaway and Driveaway Agreement, or to apply or become effective in situations not now permitted by law.

(h) Nothing contained in this section shall be construed so as to require the employer to violate any applicable law.

Section 2. A new employee shall work under the provisions of this Agreement but shall be admitted only on a thirty-day trial basis, during which period he may be discharged without further recourse; provided, however, that the Employer may not discharge or discipline for the purpose of evading this Agreement or discriminating against Union members. After thirty days the employee shall be placed on the regular seniority list.

In case of discipline within the thirty-day period, the employer shall notify the Local Union in writing.

Section 3. The Employer agrees to deduct from the pay of all employees covered by this Agreement, dues, initiation fees and/or uniform assessments of the Local Union having jurisdiction over such employees and agrees to remit to said Local Union all such deductions. Where laws require written authorization by the employee, the same is to be furnished in the form required. No deduction shall be made which is prohibited by applicable law.

ARTICLE II.

Stewards and Dues

Section 1. There may be a Steward at each terminal. At no time shall any Steward be discriminated against for his Union activities. Before discharging a Steward, except in cases of proven dishonesty and drunkenness, the Employer shall take the matter up with the Union. The Steward shall be the last employee to be laid off due to the reduction of forces. The Stewards shall be maintained on the regular seniority at all times. The Steward shall be allowed to choose his trips in all cases and it is agreed that only one Steward will have such privileges and only at his home terminal.

Section 2. The employer agrees to grant necessary and reasonable time off, without discrimination and without pay, to any employee designated by the Union in writing to attend a labor convention or to serve in any capacity or on any other official Union business.

ARTICLE III.

General Provisions

Section 1. The Employer agrees not to enter into any agreement or contract with his employees, individually or collectively which in any way conflicts with the terms and provisions of this Agreement.

Section 2. (a) The Employer realizes the value of its qualified employees of long service and therefore agrees to do its best in the conduct of its business to see that such employees have every opportunity to earn maximum possible compensation. To this end, the Employer agrees to promptly lay off the employees at the bottom of the seniority list in the event of a reduction in volume of business consistent with good business practices.

(b). Seniority rights shall prevail. A list of the employees arranged in the order of their seniority shall be posted in a conspicuous place and shall be available to all employees. Any controversy over the employees' standing on such lists shall be referred to the Union for settlement. In case of a reduction of forces, drivers longest in the service of the Employer shall be retained, except as otherwise provided for in this Agreement. Terminal seniority shall prevail at all times. A revised seniority list shall be posted and copy furnished Union every month.

Any controversy over the employees' seniority shall be referred to the Union for settlement.

Section 3. Any employee desiring a leave of absence from work for bona fide reason shall secure written permission from both the Union and the Employer. Failure to comply with this provision shall result in a complete loss of seniority rights of the employee involved.

Section 4. The Employer shall not require members of the Union to operate vehicles not equipped with safety appliances required by law, or any vehicle not in safe operating condition. It shall be the Employer's responsibility to see that all safety equipment is checked and the driver shall also be responsible for checking safety equipment before leaving on trips.

Section 5. All employees shall receive from the Employer a written copy of the company's rules and regulations to which such drivers are subject, which rules and regulations must be approved by the National Joint Automobile Transporters Committee.

Section 6. All employees shall report immediately to the Employer, in writing, all defects in equipment, all accidents, and the names and addresses of all witnesses to such accidents.

Section 7. The Union and all employees agree at all times, as fully as it can be in their power, to further the interests of the Automobile transporting industry and of the Employer.

Section 8. Employees giving written reports of a vehicle not being in a safe operating condition shall receive prompt attention. Otherwise such employees may appeal direct to the Union in the form of a complaint.

Section 9 (a) Physical, mental or other examinations required by a government body or the Employer shall be promptly completed with by all employees, provided, however, the Employer shall pay for all such examinations, except for chauffeurs and operators license. The Employer shall not pay for any time spent in the case of applicants for jobs and shall be responsible to other employees only for time spent at the place of examination or examinations, where the time spent by the employee exceeds two (2) hours, and in that case, only for those hours in excess of said two (2). Examinations are to be taken at the employee's home terminal and are not to exceed one (1) in any one (1) year, except in emergencies or proven necessity.

(b) The Company reserves the right to select its own medical examiner or physician, and the Unions may, if in their opinion they think an injustice has been done an employee, have said employee re-examined at the Union's expense.

Section 10. Employees shall have the right to refuse any vehicles that will not meet joint inspection of the Employer and employee at the time of receiving vehicles for transportation because of damages, lack of tools, tires and other equipment unless such notations are noted upon delivery slips, and releasing such employee from the responsibility for same.

Section 11 (a) All conditions and matters considered by the Union and Employer as "local matters" and peculiar to the operations of the Employer and not of general application to the industry, shall be treated as local matters, and such conditions are to be reduced to writing and attached to this contract in the form of a rider and considered to be a part hereof, provided, however, that such riders are first approved by the National Joint Automobile Transporters Committee herein provided.

(b) This section shall not restrict the union's legal right to organize.

Section 12. It shall not be a violation of this contract and it shall not be cause for discharge if any employee or employees refuse to go through the picket line of a Union or refuse to handle unfair goods. Nor shall the exercise of any rights permitted by law be a violation of this contract.

The term "unfair goods" as used in this Article includes, but is not limited to, any goods or equipment transported, interchanged, handled or used by any carrier, whether party to this Agreement or not, at whose terminal or terminals on line or places of business there is a controversy between such carrier or its employees on the one hand, and a labor union on the other hand; and such goods or equipment shall continue to be "unfair" while being transported, handled or used by interchanging or succeeding carriers, whether party to this Agreement or not, until such controversy is settled.

The Union agrees that, in the event the Employer becomes involved in a controversy with any other union, the Union will do all in its power to help effect a fair settlement.

(It shall be understood that in the event the decision of the National Labor Relations Board in the Conway case is sustained or results on appeal to the higher Federal Courts, this Article will be re-negotiated and rewritten to provide the Union with the maximum of protection afforded by such decision.)

Section 12. Should the Employer require any employee to give bond, such bond shall not be compulsory, and any premium involved for such bond shall be paid by the Employer.

Section 13. The Employer agrees to exert every effort to obtain prompt payment of injury compensation claims by his compensation insurance carrier.

Section 14. The Employer and the Union mutually agree that there shall be added to this agreement any article governing any phase of employment which they mutually deem necessary provided said article and/or rider is signed by both parties and attached to this Agreement as a rider, and provided, further, that such rider is approved by the National Joint Automobile Transporters Committee as herein provided.

Section 15. All drivers must report for work within two (2) hours after being notified by the Company to so report, provided that such driver has had his legal rest period, if a driver fails to so report he shall be dropped to the bottom of availability list. Provided, however, that no driver shall be required to report for work between the hours of 12:01 A.M. and 5:00 A.M. and not benefit therefrom before 8:00 P.M. if he is to depart on a trip before 12:00 Midnight unless otherwise mutually agreed to between employer and employee. No driver shall be penalized for refusing to go out on the following legal holidays, namely, Christmas and New Year's Day.

Section 17. The Employer shall not discharge any employee without just cause and shall give at least one warning notice of a complaint against such employee, to the employee, in writing, and a copy of the same to the Union effected, except that no warning notice need be given to an employee before he is discharged if the cause of such discharge is dishonesty or gross carelessness or recklessness resulting in serious accident while on duty or the carrying of unauthorized passengers or drunkenness or being under the influence of intoxicating beverages while on duty and affecting his work; provided, however, that should any driver be discharged without good cause, he shall be reinstated with back pay.

Section 18. Lodgings. Comfortable, sanitary lodgings shall be provided by the Employer in all cases where an employee is required to take a statutory rest period away from home terminal; provided bona fide receipt is given to Employer by employee. Employer has the right to designate or provide suitable places of lodging to be mutually agreed upon. Sleeper cabs will not be considered as suitable places of lodging.

Section 17. In the event that the maximum work week is reduced by the Interstate Commerce Commission or by legislative act to the point below the regular work week provided, this agreement shall be re-opened for wage negotiations only.

Section 20. The Employer agrees that all conditions of employment relating to wages, hours of work, overtime differentials, and general working conditions shall be maintained at not less than the minimum standards in effect at the time of the signing of this agreement, and the conditions of employment shall be improved wherever specific provisions for improvement are made elsewhere in this Agreement. However new roads or substantial changes in roads shall be subject for mileage corrections.

Section 21. No Employer shall request his employees to attend more than one (1) safety meeting per month which shall not exceed two (2) hours, unless mutually agreed between the Local Union and the Employer.

Section 22. All Road Check Cars must have proper identification and written copy of violations, if any, given to driver at time of check. All photo observation films taken by cameras approved by the Joint Committee shall be accepted as evidence, but drivers must be given a written copy of such violations. It is further agreed that all notices of violations and disciplinary action, if any, under this section shall be given to the driver within ten (10) days, except where a driver is not available and in such cases not to exceed sixteen (16) days.

Section 23. Drivers shall not be charged with any cargo damages except such damages as may be caused by the driver's negligence, and in such cases, a driver must be given notice of such intent to charge within thirty (30) days from the delivery date of the vehicle damaged; further provided, that in such cases a driver shall have fifteen (15) days from the date of notice to file a written protest against claims for damages. However, if a protest is not filed by the driver within fifteen (15) days from the date of receiving notice, the charge against the driver for negligence shall be final and not subject to any further arbitration. It is further mutually agreed that there shall be an absolute maximum of Ten Dollars (\$10.00) per claim per load and no employer shall charge any driver in excess of Ten Dollars (\$10.00) on any one (1) load, further provided that if the total chargeable damage for any driver does not exceed Ten Dollars (\$10.00) during the two consecutive month period, that such amount shall be returned to the driver at the end of such period. It is further provided that the drivers shall not be charged for any damages unless a proper lighting system is established for night loading. Drivers must be given written assignment before any deductions are made from their pay checks.

Section 24. In case the parties are unable to mutually agree on such Local City Contracts, the same must be referred to the National Joint Automobile Transportation Committee, which committee shall hold hearings and attempt to adjust the dispute, before there shall be any strike or stoppage of work.

ARTICLE IV.
Broker Equipment

Section 1. It is agreed that the Employer may lease the equipment of a fleet owner; a fleet being defined as three or more tractors and/or tractors and semi-trailers, provided the Employer assumes complete control and supervision of such equipment.

Section 2. It is further agreed by and between the parties hereto that in the event the Company leases equipment from individual owners or fleet owners, then in that event the Company shall pay the driver directly and separately from the lessor of said equipment. It is further agreed that should it become necessary for the Company to hire extra equipment, only Company Employees shall be allowed to drive same.

Section 3. It is mutually agreed that a fleet owner at no time will be employed as a driver.

Section 4 (a). For the purpose of protecting the established drivers' rates and established conditions minimum rental rates for the leasing of equipment owned by employees shall be determined by negotiations between the parties, in each locality, for the equipment used in that locality. At no time will the rental be less than the following:

Tractors only.....65% of gross revenue

Tractors, trailers and/or semi-trailers....75% of gross revenue

(b) "Employer agrees that at no time will any method of pay for equipment and driver promise less than the above percentage rates based upon current tariff rates."

(c) It is mutually agreed, however, that all tire costs on leased tractors, and company owned trailers and/or semi-trailers, operated by driver-owner or fleet-owner shall be assumed and paid for by the driver-owner or fleet-owner. No changes affecting the above percentages shall be made without the approval of the National Joint Automobile Transporters Committee.

(d) The Employer agrees that the owner-driver or fleet-owner may purchase tires through the Company and further agrees to allow to the owner-driver or fleet-owner the same discount as Company receives.

(e) Further provided, that sufficient information shall be shown on each freight or way bill to enable the driver-owner to compute the revenue on the load being transported and that current tariffs shall be available at all times for driver-owner's inspection.

Section 5. The Employer or operating company hereby agrees to pay road or mile tax, social security tax, compensation, insurance, public liability and property damage insurance, bridge tolls, fees for certificates, permits and travel orders, fines and penalties for inadequate certificates, license fees, weight tax and wheel tax, and for loss of driving time due to waiting at state lines, also cargo insurance. It is expressly understood that the owner driver shall pay the license fee in the state in which the title is registered.

Section 6. The following provisions shall apply for owner-operators of one or more tractors and/or tractor-trailer units:

- (a) The Company will supply each unit with one set of car covers without charge.
- (b) Owner drivers will be held responsible for proper use of car covers as conditions demand.
- (c) Drivers shall keep car covers reasonably clean and in good condition so that no damage to cars will result from their use and car covers shall not be used for any other purpose. Repairs and cleaning of covers to be paid by the company.
- (d) Owner-drivers will be charged for car covers issued to replace lost ones.
- (e) The Company will replace, without charge, car covers determined to be unfit for further use as a result of usual wear and tear, provided the old set is turned in.
- (f) Upon termination of a lessor's contract, car covers must be turned in to the company or a charge at current prices will be made against lessor.
- (g) Where broker pulls company trailer, company shall supply all necessary equipment except tires, required for the delivery of automobiles or other authorized commodities, pay for trailer license fee, and collision insurance for trailer.
- (h) Fines and penalties for over-dimensional equipment violations shall be paid by Company when Company owns trailers.

Section 7. Driver-owner percentage rates do not include use of equipment for other than delivery of automobiles or other authorized commodities. Compensation to be negotiated by individual local unions for use of equipment other than the delivery of automobiles or other authorized commodities.

Section 8. All broker percentages shall be computed on original gross revenue from original carrier; also where carriers helping each other operate out of the same point of origin, provided, however, on all return backhaul loads the basis for determining the percentage of the driver-owner earnings shall not be less than ninety (90) per cent of the original tariff rates covering such movement. Further provided that this will not apply to traffic moving in joint line and/or interline movement.

Wage Scale

Section 1. Parties to this agreement agree that the rates provided hereinafter are minimum rates and that in no way reduce the present wage scale if such scale is higher than provided in this Agreement.

Section 2. (a) The rate of pay for four/car equipment or truck equipment, in equipment hauling tractors, or three/car equipment hauling loads of 12,500 pounds or more shall be paid four/car rates. There shall be a three/car rate for equipment hauling cars under 12,500 pounds.

The mileage and hourly rate increases are as follows:

Period	Mileage rate	Hourly rate
March 1, 1954 to March 1, 1955	1 1/2¢ per mile	1 1/2¢ per hour
March 1, 1955 to March 1, 1956	1 3/4¢ per mile	1 3/4¢ per hour
March 1, 1956 to March 1, 1957	1 3/4¢ per mile	1 3/4¢ per hour

COST OF LIVING

(b) It is agreed that there shall be a cost-of-living increase under the contract each six months commencing August 1, 1952. The amount of the increase shall be determined by using the cost-of-living index, New Series, National, and shall provide for an increase of one cent per hour for each one point increase in such cost-of-living with a corresponding increase in the mileage rate. It is understood in connection therewith that a base will be used which will be the index figure for December 15, 1951, and that any amounts increased under this provision may be decreased in the event said cost of living declines during the period of this contract. It is further understood that the parties hereto may determine during the life of this contract what application shall be made of such increases in reference to where same will be applied on provisions of the contract.

(c) The rates on all equipment delivering more than four car standard automobiles shall be negotiated at the local level only.

Section 3. A ten (10) per cent increase shall apply on all over-the-road flat rates for the contract period.

Section 4. (a) LOADING - Drivers, if they are required to load chain trucks, shall be paid a rate of forty cents (40¢) per vehicle, excluding metropolitan areas, also excluding Ferguson and/or Ford Farm Tractors. The driver shall load vehicles on trucks whenever requested by the Employer, but the Employer shall have the option to load vehicles by employees other than drivers.

(b) It is agreed that all cars shall be put in bays. Cars must be placed in such a fashion so that it will not be necessary for the driver to move any cars other than those listed on the invoice of his load. Willful violation of this paragraph shall subject the employer to a loading charge of one dollar (\$1.00) for each car improperly bayed.

(c) The maximum time allotted for loading by drivers at the rate of forty cents (40¢) per vehicle shall be one (1) hour.

(d) All time that the driver waits after one (1) hour loading time, whether such delay is caused by delayed billings or receiving of vehicles, shall be paid at the appropriate rate per hour, provided, however, that in no case shall any employee be paid for more than eight (8) hours out of every twenty-four (24) hour period.

(d) When a driver reports after being called to work that he is held up or delayed for loads or bills or equipment, he shall be paid at the appropriate rate per hour, provided, however, that such delays result in a loading time in excess of one (1) hour.

(e) No driver shall be required to load in the public streets, except in case of emergency.

(f) The Employer further agrees to pay driver fifty cents (50¢) each for the installation of full car covers and driver is also to receive help.

(g) All employers agree to use the Pennsylvania Turnpike between the Irwin and Brodwood interchange station for delivery to Baltimore and Washington area and general area; and from Irwin to Carlisle interchange station for delivery to eastern Pennsylvania, New Jersey and New York general area.

Section 5. Where percentage rates prevail, when hauling motor vehicles, the amounts received by employees shall be no less in amount than the above mileage rates.

Section 6. Drivers shall be paid 1% of the gross receipts from return loads of other than motor vehicles, plus two per cent for unloading except as provided for in Article VIII, Section 2. On return loads of motor vehicles the mileage rate shall apply pro rated:

For one (1) vehicle.....	25% of said mileage rate for such return loads;
For two (2) vehicles.....	50% of said mileage rate for such return loads;
For three (3) vehicles.....	75% of said mileage rate for such return loads;
For four (4) vehicles.....	100% of said mileage rate provided under the terms of this agreement.

The provisions of this section are for general application provided, however, on short haul work, wage rates shall be established by local agreement subject to review and approval of the National Joint Automobile Transporters Committee.

Section 7. All percentage rates shall be based upon the published prevailing tariff rates at the time deliveries are made.

Section 8. In case of a dispute over mileage, same shall be computed over the route traveled by official AAA mileage. When AAA mileage is not current or available, then the latest official state highway maps shall be used to determine the correct mileage. On routes where official mileage is not given by the methods above set forth, same shall be logged by the Union and Employer, such findings to be final and binding. When route is logged, the starting point at origin shall be the main U. S. Post Office, and the ending point at destination shall be the main U.S. Post Office.

Section 9. When a driver is delayed through no fault of his own, such as weather conditions, waiting over week-ends, and/or holidays, impassable highways or breakdowns, or unnecessary delays at terminals, he shall notify the home office or nearest terminal by phone of such conditions and for instructions, except in case of emergency. After such notification and a one-hour waiting period, the driver is to be paid at the appropriate rate per hour during the delay; provided, however, that in no case shall any employee be paid for more than eight (8) hours out of every twenty-four hour period, "except where employee is required to stay with equipment, as well as all time lost due to delays as a result of over-loads or certificate violations involving federal, state, or city regulations, which occur through no fault of the driver, the driver shall be paid for all time while delayed, and provided, further that no driver shall be compelled to take more than one one-hour grace period in any twenty-four hour period," and further provided that the driver shall present upon return or completion of trip claim for waiting time where company has personnel on duty to receive same.

Section 10. When drivers are sent out with tractors or tractors and semi-trailers to pick up broken-down or wrecked equipment, such driver shall receive the same pay as trailer capacity of the particular vehicle to the same destination, with a minimum of Five Dollars (\$5.00). Additional work performed by any driver in loading or assisting in salvage operations shall be paid for at the appropriate rate per hour.

On return trip of drivers, if drivers pick up broken down or wrecked equipment, they shall be paid 5¢ per mile, plus regular hourly rate for all hours worked in salvage operation. In no case shall the total of these items be less than Seven Dollars and Fifty Cents (\$7.50).

Section 11 (a) There shall be an increase of 5¢ on each physical skid drop other than the first drop.

(b) In delivery of any split load, drivers shall receive, after the first drop, One Dollar and Fifty Cents (\$1.50) for the second drop; One Dollar and Seventy-five Cents (\$1.75) for the third drop; Two Dollars (\$2.00) for the fourth drop, local metropolitan operations to be excluded.

Section 12. Whenever a driver is required to go to another automobile plant or boat dock to pick up automobiles to finish a load, such a pick-up shall be considered a skid drop and the driver shall be paid an additional 25¢ increase as in the case of a skid drop.

Section 13. Any driver dispatched to the factory to pick up a load of automobiles shall be paid appropriate rate for waiting time, provided, however, that in no case shall any employee be paid for more than eight (8) hours out of every twenty-four (24) hour period.

Section 14. Employees dispatched to other terminals to pick up loads, and failing to secure such loads, shall receive the prevailing mileage scale for "deadheading," provided, however, that if loads are obtained, then the rate for "deadheading" shall be the existing rate plus full Wage Stabilization Board formula increase, providing that the above rate will not pay less than 50% of total miles traveled at the regular rate. If the driver is required to make one-way trips only, then he shall receive full mileage rates, provided, however, that transportation is provided for him to return to the home terminal.

Section 15. Employees in transporting automobiles shall be paid the maximum trailer capacity, except as above provided. At no time will more than four standard sized vehicles be hauled per load except as mutually agreed upon by Union and National Joint Automobile Transporters Committee.

Section 16. Student drivers shall be paid at the rate of Forty Dollars (\$40.00) per week; in no case, however, less than State or Federal statutory minimums for a maximum of two weeks. Student training period is not to exceed fifteen (15) days. Drivers shall receive Three Dollars and Fifty Cents (\$3.50) additional per day (24-hour period) or major fraction thereof for training and instructing such drivers. It is further agreed that each student driver shall not be worked more than the maximum hourly requirements of the Interstate Commerce Commission.

Section 17. All hourly rates provided herein shall apply to over-the-road drivers only.

Section 18. In any case where there is insufficient work and a driver fails to earn (\$60.00) each week in wages for two consecutive weeks, the Employer at the request of the Yard Committee, or the Union, shall grant lay-off slips according to seniority.

Section 19. The terms, conditions and wage scales provided herein shall apply on all traffic originating out of the ~~Texas~~ area through to final destination by truck, by one or more carriers or where original carrier has the same certified operating rights.

Section 20. Where a driver is required in case of emergency, to change firms, he shall be paid three dollars (\$3.00.)

Section 21. Regular drivers who are called to work and make on or more trips per day (metropolitan trips excluded) shall receive an additional one dollar per day on established daily schedule provided such driver has available hours. Further provided, that such drivers shall not be worked on a split shift, but on consecutive trips, and further, that a day's work shall be eight (8) hours from the time of the driver's first trip.

Section 22 (a). The Employer shall contribute to a fund, which is to be administered jointly by the parties, the sum of Two Dollars (\$2.00) per week for each employee covered by this Agreement who has been on the pay roll thirty (30) days or more.

By the execution of this Agreement, the Employer authorizes the Employers' Associations who are parties hereto to enter into appropriate trust agreements necessary for the administration of such fund and to designate the Employer Trustees under such agreement, hereby waiving all notice to-revise and ratifying all actions already taken or to be taken by such Trustees within the scope of their authority. If an employee is absent because of illness or off-the-job injury and notifies the Employer of such absence, the Employer shall continue to make the required contributions for a period of four (4) weeks. If an employee is injured on the job, the Employer shall continue to pay the required contributions until such employee returns to work, however, such contributions shall not be paid for a period of more than six (6) months. If an employee is granted a leave of absence, the Employer shall collect from said employee, prior to the leave of absence being effective, sufficient monies to pay the required contributions into the Health and Welfare Fund during the period of absence.

There shall be no deduction from equipment rental of owner-operators by virtue of the contributions made to the Health and Welfare Fund, regardless of whether the equipment rental is at the minimum rate or more.

Contributions to the Health and Welfare Fund must be made for each week on each regular or extra employee, even though such employee may work only part-time under the provisions of this contract, including weeks where no work is performed under provisions of this contract, and although contributions may be made for these weeks into some other Health and Welfare Fund.

(b). The Employers and the Union agree that they will engage in a joint study during the life of this contract to determine the feasibility of establishing a Pension Plan for employees covered by this Agreement.

Section 23. HOLIDAY PAY- The following holidays will be observed:

Fourth of July, Labor Day, Thanksgiving Day, Christmas Day, New Year's Day and Memorial Day.

Employees who are available for work preceding and following an observed holiday shall be paid (8) hours at the hourly rate while observing these holidays.

If an employee is required to work on any of these days, he shall receive his normal rate of pay for the time worked in addition to the eight (8) hours pay.

Section 24. Drivers specifically called to work shall be allowed sufficient time, without pay, to get to the garage or terminal. If not put to work employees shall be guaranteed three (3) hours' pay at the hourly rate specified in this Agreement, provided he reports at the agreed time. This provision shall not apply in case of strike or work stoppage.

Section 25. Drivers shall be paid One Dollar (\$1.00) for each wheel dismantled or mounted on school busses and commercial chassis.

ARTICLE VI

Vacation Provisions

Section 1. An annual vacation of six (6) consecutive working days shall be granted with pay to all employees covered by this contract who have been in the employ of the Employer twelve (12) months, and for each twelve (12) months thereafter.

An annual vacation of twelve (12) consecutive working days shall be granted with pay to all employees covered by this contract who have been in the employ of the Employer thirty-six (36) months to twelve (12) years. Effective March 1, 1953, an annual vacation of 18 consecutive working days shall be granted with pay to all employees covered by this contract who have been in the employ of the Employer 12 years or longer.

Section 2. The vacation pay shall be computed on the basis of 2% of the annual earnings of employees for said twelve (12) months period and a like amount for each additional week's vacation; only regular employees on the seniority list shall be eligible for vacation pay.

Section 3. Vacations shall be set by Employer with due regard to desires and preferences of the employees consistent with efficient operations.

Section 4. Vacations shall be forfeited if the employee shall take a leave of absence from the Employer without written consent during the vacation period covered.

Section 5. For the purpose of determining the eligibility for vacation, it is agreed that the time lost by reason of illness of the employee who remains on the regular payroll or non-operation of the Employer shall not be charged against the employee.

Section 6. Vacation provisions in effect at the time of the signing of this agreement shall be maintained and vacation provisions in effect shall be improved wherever specific provisions for improvement were made in this article.

ARTICLE VII

Adjustment of Grievances and Grievance Machinery

Discharge, Suspension, or Other Disciplinary Action:

The Employer shall not discharge or suspend any employee without just cause, but in respect to discharge shall give at least one warning notice of the complaint against such employee to the employee, in writing, and a copy of the same to the Union affected, except that no warning notice need be given to an employee before he is discharged if the cause of such discharge is dishonesty or drunkenness or recklessness resulting in serious accident while on duty, or the carrying of unauthorized passengers. The warning notice as herein provided shall not remain in effect for a period of more than one (1) year for major offenses, and six (6) months for minor offenses, from date of said warning notice. Discharge must be by proper written notice to the employee and the Union affected. Any employee may request an investigation as to his discharge, suspension or any disciplinary action. Should such investigation prove that an injustice has been done an employee, he shall

be reinstated and compensated at his usual rate of pay while he has been out of work. Appeal from discharge, suspension or any disciplinary action must be taken within ten (10) days and a decision reached within fifteen (15) days from the date of discharge, suspension or any other disciplinary action. If no decision has been rendered within fifteen (15) days, the case shall then be taken up as provided for hereinafter.

GRIEVANCE MECHANISM - The Unions and the Employers agree that there shall be no strike, tie-up of equipment, slow-downs or walk-out on the part of the employees, nor shall the Employer use any method of lock-out, without first using all possible means of a settlement, as provided for in this Agreement, of any controversy which might arise. Disputes shall first be taken up between the Employer and the Local Union involved.

There shall be established Joint City Committees, equally represented by the Union and the Employer in cities or localities where there are three or more Truckaway and/or Driveaway Companies. Failing adjustment by these parties, the following procedure shall then apply:

Where a Local Joint Committee, by a majority vote, settles a dispute, no appeal may be taken to the Automobile Transporters Joint Conference Committee. Such a decision shall be final and binding on both parties and will apply only in the jurisdiction of the involved Local Union. However, the Automobile Transporters Joint Conference Committee reserves the right to review all such decisions and facts pertaining thereto, and should it find any such decision has been rendered in error according to this Agreement and/or applicable Rider and the facts surrounding the particular case, the Automobile Transporters Joint Conference Committee may revoke the original decision, render a new decision, and order same to be put into effect.

Where a Local Joint Committee is unable to agree or come to a decision on a case, it shall, at the request of the Union or the Employer involved, be appealed to the Automobile Transporters Joint Conference Committee at the next regularly constituted session. Committee's failure to meet, not due to complaining side's fault, withdraws benefits of this Article.

If any grievance or disagreement is not satisfactorily settled, as provided above, then both the Union and the Employer shall submit the grievance to a Board of Arbitration consisting of three (3) members:

One member to be appointed by the Union; one member by the Employer; and the Two together appointing a third disinterested arbitrator.

All grievances submitted to the board of Arbitration must be heard and disposed of within two (2) weeks. The findings of the Arbitration Board shall be final.

It is agreed that on all matters pertaining to the interpretation of any provision of this contract, the Employer or the Union shall have the right to appeal to the Automobile Transporters Joint Conference Committee for final decision.

It is agreed that all matters pertaining to the interpretation of any provision of this Contract, whether requested by the Employer or the Union, must be submitted to the full Committee of the Automobile Transporters Joint Conference Committee, which Committee, after listening to testimony of both sides, shall make a decision, and the decision of the latter Committee shall be final and conclusive and binding upon the Employer and the Union, and the employees involved.

ARTICLE VIII

Section 1. THIS AGREEMENT shall become effective this first day of March, A.D. 1952, and continue in full force and effect for a period of five years from the date last above mentioned, provided, however, at the end of the third year and each year thereafter, upon not less than sixty (60) days written notice, this agreement may be reopened for negotiations of all terms and conditions in said agreement except the first or introductory paragraph and Articles I and II which paragraphs shall remain in full force and effect for the entire period of five years and shall not be subject to any further negotiations.

Section 2. It is mutually agreed that, should the automobile hauling division of the trucking industry, both by truckway and drivenway method, change the nature of its operations by enlarging the commodities hauled or, because of the present existing emergency, haul commodities not within the present general operating authority of automobile haulers as issued by the Interstate Commerce Commission, then in such case this Agreement may be re-opened for consideration only for the purpose of reconsidering the wage scale in the transportation of any such new or special commodities not within the purview of permits and certificates in existence at the time of signing of this Agreement.

Section 3. Inadvertent omission or honest errors to be corrected when contract is drafted in final form.

IN WITNESS WHEREOF the parties hereto have hereunto set their hands and seals this 17th day of May, A.D. 1952.

EMPLOYER

ARMON MOTOR FREIGHT, INC. OF NICH.

W. W. McQuay
W. W. McQuay

UNION

LOCAL UNION NO. 332 INTERNATIONAL
BROTHERHOOD OF TEAMSTERS, CHAUFFEUR
WAREHOUSEMEN AND HELPERS OF
AMERICA A. F. OF L.

Gilbert Clark
Gilbert Clark

File

Line Drivers Union

LOCAL NO. 224

LOS ANGELES 17 (AND VICINITY), CALIFORNIA

H. L. WOXBURG
SECRETARY-TREASURER

January 6, 1955

548 SOUTH UNION AVE.
PHONE DUNKIRK 7-7061

ADMINISTRATIVE FILE

General Motors Company -
Motorama Show

X

Mr. Dave Beck
General President
International Brotherhood
of Teamsters
100 Indiana Ave., N. W.
Washington 1, D. C.

Dear Sir and Brother:

We will cooperate 100% with the agreement you have negotiated
with Anchor Motor Freight Company covering the handling of the
General Motors Motorama Show.

Fraternally yours,

H. L. Woxberg
H. L. Woxberg
Secretary-Treasurer

HLW:gr

ADMINISTRATIVE FILE
General Motors Company
Motorama Show
X

December 23, 1954

Mr. H. L. Wexberg, Secretary-Treasurer
Teamsters Local Union No. 224
846 South Union Avenue
Los Angeles, California

Dear Sir and Brother:

This will inform you that I have been able to negotiate an agreement with the Anchor Motor Freight Company for their equipment that will move around the United States to several cities, handling the General Motors Motorama Show which is sent out on the road once a year as a good will tour to display their products.

It required a great deal of time and effort to prevail upon General Motors to let Anchor Motor Freight handle this show. It requires specialized equipment and I have guaranteed that their cars will be able to work at various cities making city deliveries and other work around the trucks with the drivers who will accompany the equipment across the country. This is the first time we have been able to prevail upon unionization of this operation. Following are the dates:

Chicago	January 4-14
New York	January 15-26
Miami	February 4-16
Los Angeles	February 24-March 13
San Francisco	March 20-30
Boston	April 15-30

Will you please communicate with me as quickly as possible to indicate that you will cooperate in this project in harmony with the commitment arrived at between Anchor Motor Freight and General Motors. I will appreciate a prompt reply.

Faternally yours,

DB:aw
FROM THE OFFICE OF
DAVE BECK, GENERAL PRESIDENT
INTERNATIONAL BROTHERHOOD OF TEAMSTERS
17

**INTERNATIONAL BROTHERHOOD OF TEAMSTERS, CHAUFFEURS
WAREHOUSEMEN AND HELPERS OF AMERICA**
GENERAL TEAMSTERS AND CHAUFFEURS UNION LOCAL NO. 721

OFFICERS

President
J. W. GOBLE
Vice President
HARRY I. MILLER
Secretary-Treasurer and
Business Agent
JEFF O. JOHNSON
Recording Secretary
NICHOLAS ZANDOTRA

OFFICE

515 West 119th Street
Chicago 28, Illinois
Phone 3-8197
Hours 8 A.M. to 4 P.M.



Meeting First Monday of Each Month
at 545 West 119th Street

Affiliated with
The American Federation
of Labor

TRUSTEES

MARTIN FREEMAN
ELLSWORTH ANDERSON
ANTON MICOVA

January 3, 1955

A.J. [unclear] FILE
General Motors Company
Motorama Show
X

Mr. Dave Beck
100 Indiana Ave., N. W.
Washington 1, D. C.

Dear Sir & Brother:

In reply to your letter referring to the
handling of the General Motors Motorama Show by
the Anchor Motor Freight Co.

We can assure you that you will have our
100% cooperation in this project.

Fraternally yours,

Jeff O. Johnson
Sec'y-Treas.

JOJ dag

December 23, 1954

Mr. Jeff O. Johnson
Secretary-Treasurer
Teamsters Local Union No. 721
545 W. 119th St.
Chicago, Illinois

Dear Sir and Brother:

This will inform you that I have been able to negotiate an agreement with the Anchor Motor Freight Company for their equipment that will move around the United States to seven cities, handling the General Motors Motordrome Show which is sent out on the road once a year as a good will tour to display their products.

It required a great deal of time and effort to prevail upon General Motors to let Anchor Motor Freight handle this show. It requires specialized equipment and I have guaranteed that their cars will be able to work at various cities making city deliveries and other work around the trucks with the drivers who will accompany the equipment across the country. This is the first time we have been able to prevail upon unionization of this operation. Following are the dates:

Chicago	January 4-14
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Will you please communicate with me as quickly as possible to indicate that you will cooperate in this project in harmony with the commitment arrived at between Anchor Motor Freight and General Motors. I will appreciate a prompt reply.

Fraternally yours,

DB:aw

FROM THE OFFICE OF
DAVE BECK, GENERAL PRESIDENT
INTERNATIONAL BROTHERHOOD OF TEAMSTERS
17

WESTERN UNION

BB095

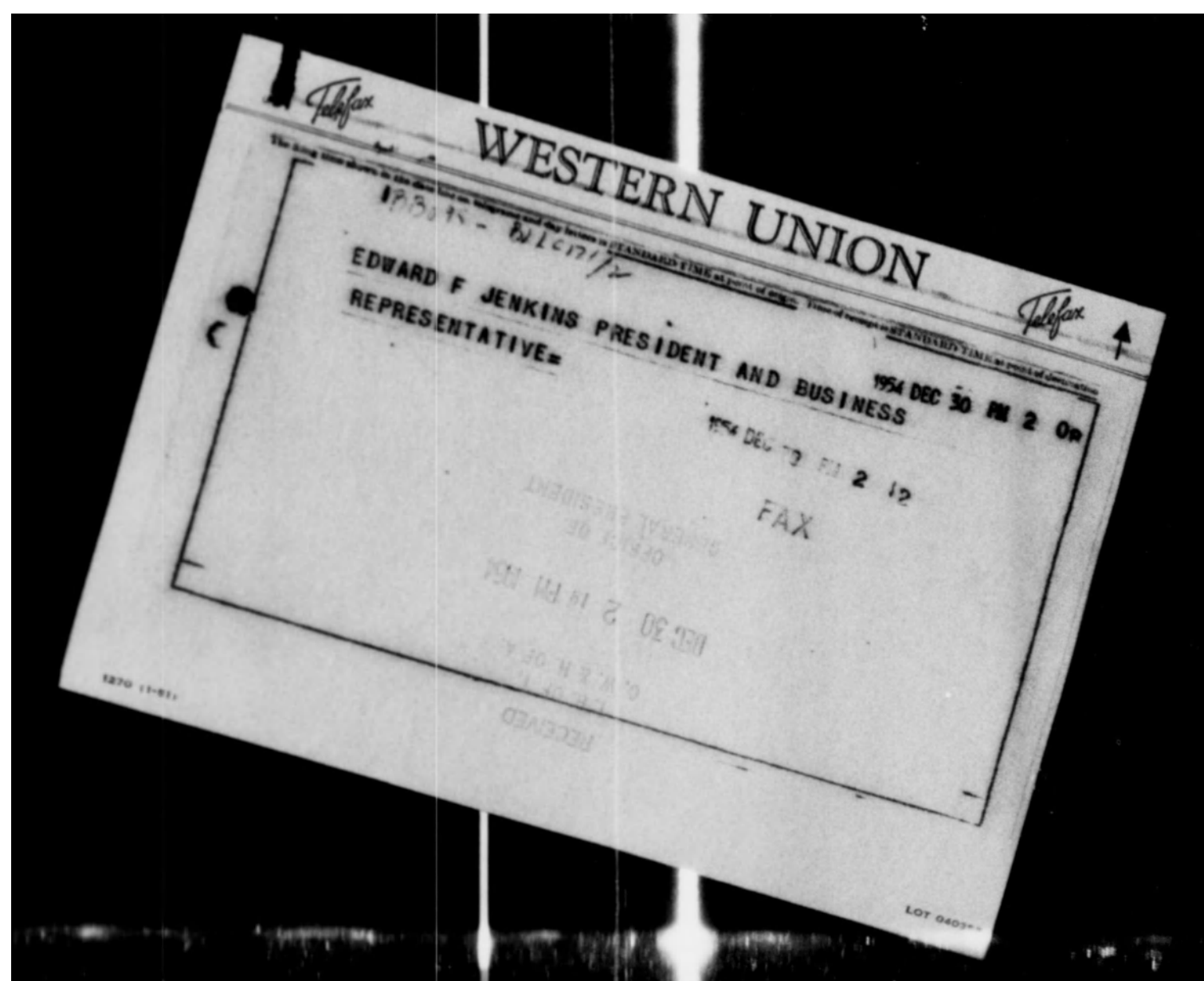
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DAVE BECK, GENERAL PRESIDENT INTL BROTHERHOOD OF
TEAMSTERS CHAUFFEURS WAREHOUSEMEN AND HELPERS
OF AMERICA-100 INDIANA AVE NORTHWEST WASHDC-
DEAR SIR AND BROTHER TEAMSTERS LOCAL UNION NO. 25 WILL
COOPERATE IN ACCORDANCE WITH THE CONTENTS OF YOUR
COMMUNICATION PERTAINING TO MOVEMENT OF THE GENERAL
MOTORS MOTORAMA SHOW BY THE ANCHOR MOTOR FREIGHT
COMPANY WITHIN THE JURISDICTION OF LOCAL 25
FRATERNALLY.

*General Motors Company
• Motorama Show*

1270 (1-51)

LOT 040352



December 23, 1954

Mr. Michael J. O'Donnell
Secretary-Treasurer
Teamsters Local Union No. 25
99 Portland Street
Boston, Mass.

Dear Sir and Brother:

This will inform you that I have been able to negotiate an agreement with the Anchor Motor Freight Company for their equipment that will move around the United States to several cities, handling the General Motors Motorama Show which is sent out on the road once a year as a good will tour to display their products.

It required a great deal of time and effort to prevail upon General Motors to let Anchor Motor Freight handle this show. It requires specialized equipment and I have guaranteed that their cars will be able to work at various cities making city deliveries and other work around the trucks with the drivers who will accompany the equipment across the country. This is the first time we have been able to prevail upon unionization of this operation. Following are the dates:

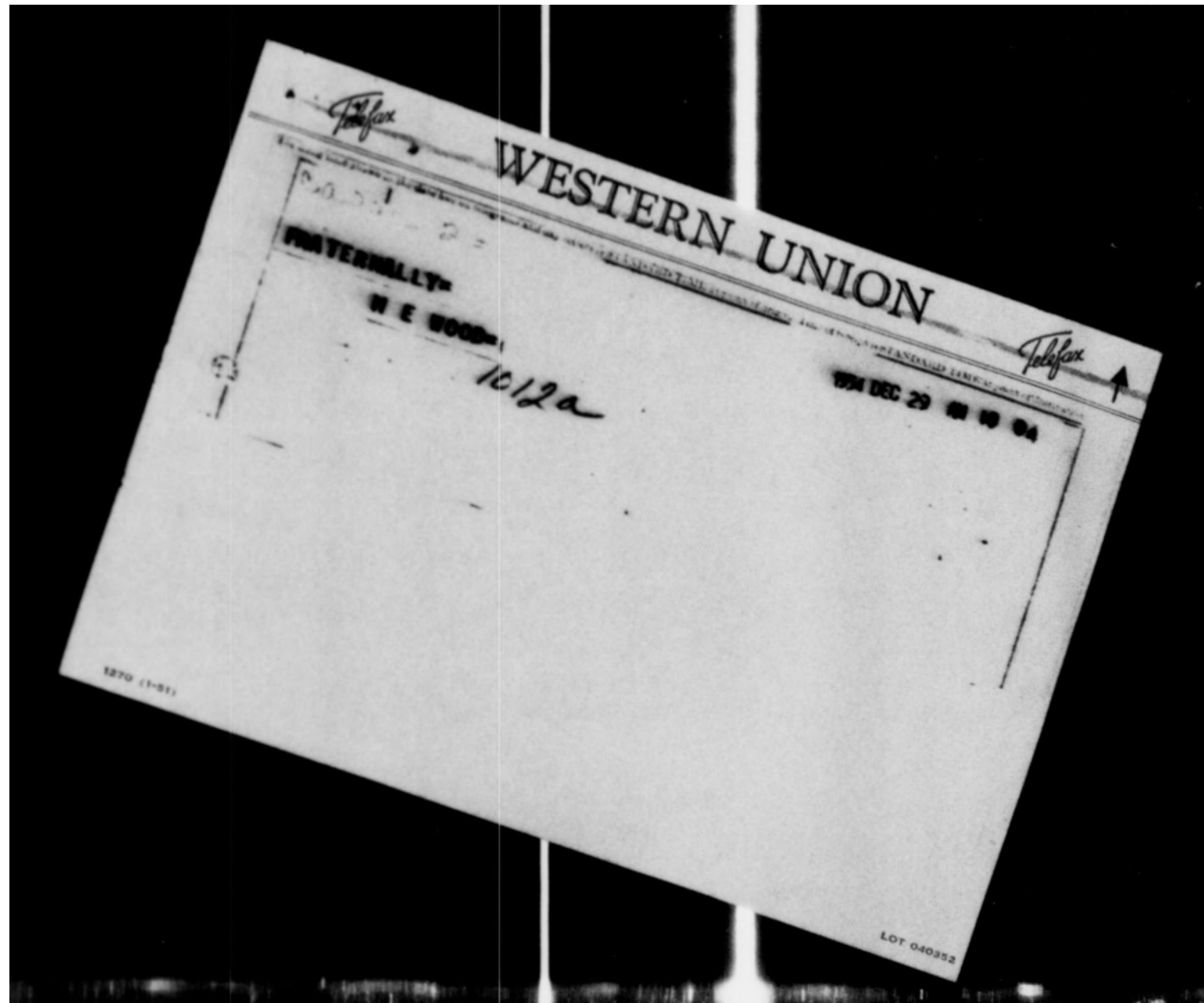
Chicago	January 4-14
New York	January 15-26
Miami	February 4-16
Los Angeles	February 24-March 13
San Francisco	March 20-30
Boston	April 15-30

Will you please communicate with me as quickly as possible to indicate that you will cooperate in this project in harmony with the commitment arrived at between Anchor Motor Freight and General Motors. I will appreciate a prompt reply.

Fraternally yours,

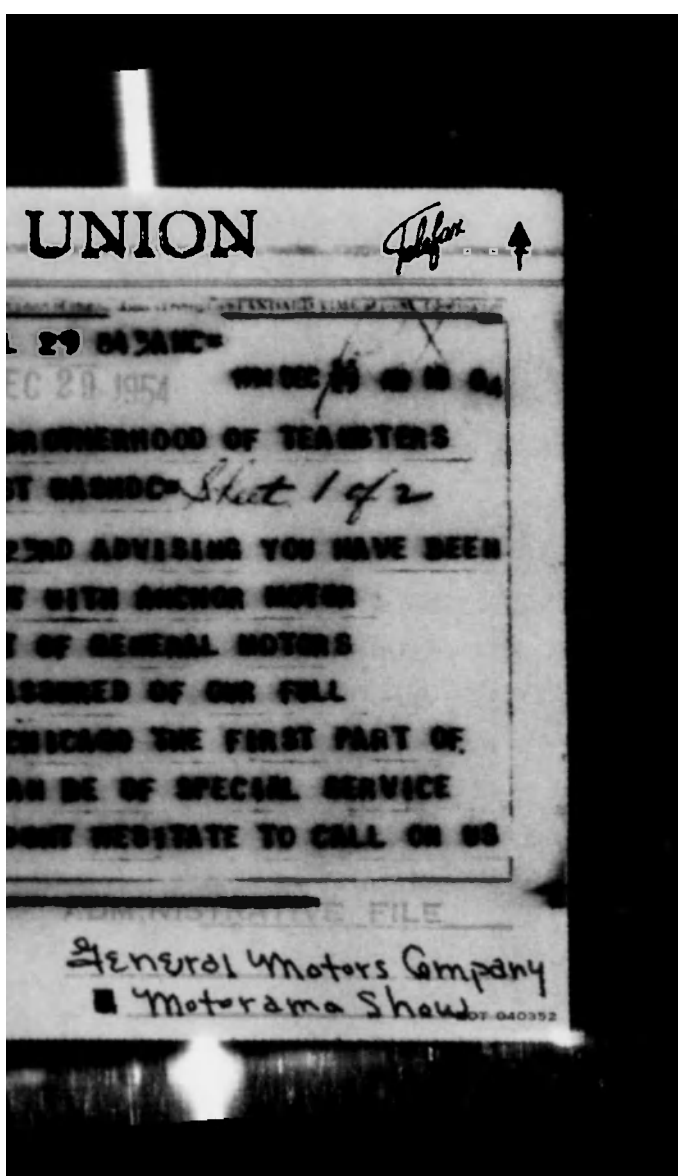
DB:aw

FROM THE OFFICE OF
DAVE BECK, GENERAL PRESIDENT
INTERNATIONAL BROTHERHOOD OF TEAMSTERS



File **WESTERN**
CAG001 RK LONG PD-CHICAGO WA
DAVE DECK
GENERAL PRESIDENT INCL 1
100 INCLAS ONE CONTINUED
HAVE YOUR LETTER OF DECEMBER 1
ABLE TO NEGOTIATE AN AGREEMENT
FREIGHT CO TO HANDLE SHIPMENTS
NOTHING SHOW AND YOU CAN BE
COOPERATION WHEN IT COMES TO
NEXT MONTH IF IN ANY WAY WE
REGARDING THIS MATTER PLEASE

1270 (1-51)



December 23, 1954

Mr. M. E. Wood
Secretary-Treasurer
Teamsters Local Union No. 705
220 S. Ashland Blvd.
Chicago, Ill.

Dear Sir and Brother:

This will inform you that I have been able to negotiate an agreement with the Anchor Motor Freight Company for their equipment that will cover around the United States to seven cities, handling the General Motors Motordrome Show which is sent out on the road once a year as a good will tour to display their products.

It required a great deal of time and effort to prevail upon General Motors to let Anchor Motor Freight handle this show. It requires specialized equipment and I have guaranteed that their cars will be able to work at various cities making city deliveries and other work around the trucks with the drivers who will accompany the equipment across the country. This is the first time we have been able to prevail upon unionization of this operation. Following are the dates:

Chicago	January 4-14
New York	January 15-26
Miami	February 4-16
Los Angeles	February 24-March 13
San Francisco	March 20-30
Boston	April 15-30

Will you please communicate with us as quickly as possible to indicate that you will cooperate in this project in harmony with the commitment arrived at between Anchor Motor Freight and General Motors. I will appreciate a prompt reply.

Fraternally yours,

DB:aw



VAN & STORAGE DRIVERS,
PACKERS & HELPERS UNION LOCAL 389

AFFILIATED WITH AMERICAN FEDERATION OF LABOR

Teamsters, Chauffeurs, Warehousemen and Helpers

RAY W. FRANKOWSKI, SECRETARY-TREASURER
DEWEY COPELAN, PRESIDENT

• TELEPHONE • DUNKIRK 7-7061
848 SOUTH UNION AVENUE
LOS ANGELES 17, CALIFORNIA

December 28, 1954

ADMINISTRATIVE FILE
General Motors Company
Motorama Show

Mr. Dava Reck, President
International Brotherhood of Teamsters
100 Indiana Avenue, N. W.
Washington 1, D. C.

Dear Sir and Brother:

Received your letter in regards to the General Motors Motorama Show and Anchor Motor Freight Company.

As you undoubtedly know, Los Angeles is a must on any association's or industry's list in displaying their products. The majority of these displays are handled by van and storage companies who use local swappers for loading and unloading with the drivers. In fact, we have been closely associated with the Sign, Scene, Pictorial Painters, Display and Decorators Local Union 381 to make sure local people are used at these various shows.

Ivory Van and Storage Company and Anchor Motor Freight Company have handled 90% of the shows in the past and we have never refused to permit drivers from loading or unloading their own trucks but have insisted on them using Local 389 swappers. In the past, Ivory has used as many as 25 Local 389 men in loading and unloading the shows and has indicated they were well pleased with the work performed. Anchor has used 6 men at the most.

We do not object to drivers loading and unloading the equipment with local swappers and will cooperate with them 100%, but if the Anchor drivers are permitted to help one another without local swappers, it would jeopardize four years of work in educating both union and non-union van carriers to contact the Local for swappers.

Fraternaly yours,

Ray W. Frankowski

Ray W. Frankowski
Secretary-Treasurer

RWF:hm

December 23, 1954

Mr. Ray W. Frenkowski, Secretary-Treasurer
Teamsters Local No. 389
846 South Union Avenue
Los Angeles, California

Dear Sir and Brother:

This will inform you that I have been able to negotiate an agreement with the Anchor Motor Freight Company for their equipment that will move around the United States to several cities, handling the General Motors Motorama Show which is sent out on the road once a year as a good will tour to display their products.

It required a great deal of time and effort to prevail upon General Motors to let Anchor Motor Freight handle this show. It requires specialized equipment and I have guaranteed that their cars will be able to work at various cities making city deliveries and other work around the trucks with the drivers who will accompany the equipment across the country. This is the first time we have been able to prevail upon exoneration of this operation. Following are the dates:

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Boston	April 15-30

Will you please communicate with me as quickly as possible to indicate that you will cooperate in this project in harmony with the commitment arrived at between Anchor Motor Freight and General Motors. I will appreciate a prompt reply.

Faternally yours,

SB:aw
FROM THE OFFICE OF
DAVE BECK, GENERAL PRESIDENT
INTERNATIONAL BROTHERHOOD OF TEAMSTERS
17

PHONE 3-4544 - 3-6532



Gua Salbert

~~KNOWLEDGE~~
President and Business Manager

LOUIS SIEGEL

Sec'y-Treas. & Business Representative

ADMINISTRATIVE FILE
General Motors Company
Motorama Show
INTERNATIONAL BROTHERHOOD
OF
TEAMSTERS, CHAUFFEURS, WAREHOUSEMEN AND HELPERS

LOCAL UNION No. 390

AFFILIATED WITH THE AMERICAN FEDERATION OF LABOR

1119 WEST FLAGLER STREET

MIAMI, FLORIDA



Affiliated With
SOUTHERN CONFERENCE
OF TEAMSTERS
MIAMI CENTRAL LABOR UNION
BUILDING TRADES COUNCIL
FLORIDA FEDERATION OF LABOR
INDUSTRIAL AND SERVICE
TRADES COUNCIL OF DADE COUNTY

December 27, 1954

Mr. Dave Heck, General President
International Brotherhood of Teamsters
100 Indiana Avenue, N. W.
Washington 1, D. C.

Dear Sir and Brother:

In reply to your letter of December 23rd,
regarding the Agreement you have negotiated
with Anchor Motor Freight Company for their
equipment that will move around the United States,
we wish to assure you that this Local Union will
cooperate 100% when the General Motors' Motorama
Show is in Miami from February 4th to the 10th.

With best wishes for a Happy and Prosperous
New Year, I remain

Fraternally yours,

LOUIS SIEGAL
SEC'Y-TREAS.

LS/mw
oelu 128

BUY UNION MADE AND DELIVERED GOODS

December 23, 1954

Mr. Louis Slagal
Teamsters Local Union No. 390
1119 W. Flaglar
Miami, Florida

Dear Sir and Brother:

This will inform you that I have been able to negotiate an agreement with the Anchor Motor Freight Company for their equipment that will move around the United States to seven cities, handling the General Motors Motorama Show which is sent out on the road once a year as a good will tour to display their products.

It required a great deal of time and effort to prevail upon General Motors to let Anchor Motor Freight handle this show. It requires specialized equipment and I have guaranteed that their cars will be able to work at various cities making city deliveries and other work around the trucks with the drivers who will accompany the equipment across the country. This is the first time we have been able to prevail upon unionization of this operation. Following are the dates:

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Will you please communicate with me as quickly as possible to indicate that you will cooperate in this project in harmony with the commitment arrived at between Anchor Motor Freight and General Motors. I will appreciate a prompt reply.

Fraternally yours,

DB:aw

FROM THE OFFICE OF
DAVE BECK, GENERAL PRESIDENT
INTERNATIONAL BROTHERHOOD OF TEAMSTERS

INTERNATIONAL BROTHERHOOD OF TEAMSTERS • CHAUFFEURS • WAREHOUSEMEN AND HELPERS

846 SOUTH UNION AVENUE
PHONE DUNES 7-7061
LOS ANGELES 17

Freight



Drivers Union

LOCAL
208

A F of L
AFFILIATE

ADMINISTRATIVE FILE

General Motors Company
Motorama Show

December 27, 1954

Mr. Dave Beck
General President
I. B. O. T. C. W. & H. of A.
100 Indiana Avenue N/W
Washington 1, D.C.

Dear Sir and Brother:

In answer to your letter relating to Anchor Motor Freight, please be assured that we will cooperate to the fullest extent to see that this project is carried through in line with your commitments.

Sincerely and Fraternally yours,

John W. Filipoff
John W. Filipoff
Secretary-Treasurer

JWF:rgo

December 23, 1954

Mr. John W. Filipoff, Secretary-Treasurer
Teamsters Local No. 208
846 South Union Avenue
Los Angeles, California

Dear Sir and Brother:

This will inform you that I have been able to negotiate an agreement with the Anchor Motor Freight Company for their equipment that will move around the United States to seven cities, handling the General Motors Motorama Show which is sent out on the road once a year as a good will tour to display their products.

It required a great deal of time and effort to prevail upon General Motors to let Anchor Motor Freight handle this show. It requires specialized equipment and I have guaranteed that their cars will be able to work at various cities making city deliveries and other work around the trucks with the drivers who will accompany the equipment across the country. This is the first time we have been able to prevail upon unionization of this operation. Following are the dates:

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Will you please communicate with me as quickly as possible to indicate that you will cooperate in this project in harmony with the commitment arrived at between Anchor Motor Freight and General Motors. I will appreciate a prompt reply.

Fraternally yours,

BB:aw

FROM THE OFFICE OF
DAVE BECK, GENERAL PRESIDENT
INTERNATIONAL BROTHERHOOD OF TEAMSTERS
12

ADMINISTRATIVE FILE
General Motors Company
Motorama Show
X

December 23, 1954

Mr. Daniel Sweeney, Secretary-Treasurer
Teamsters Local Union No. 85
536 Bryant Street
San Francisco, California

Dear Sir and Brother:

This will inform you that I have been able to negotiate an agreement with the Anchor Motor Freight Company for their equipment that will move around the United States to several cities, handling the General Motors Motorama Show which is sent out on the road once a year as a good will tour to display their products.

It required a great deal of time and effort to prevail upon General Motors to let Anchor Motor Freight handle this show. It requires specialized equipment and I have guaranteed that their crew will be able to work at various cities making city deliveries and other work around the trucks with the drivers who will accompany the equipment across the country. This is the first time we have been able to prevail upon unionization of this operation. Following are the dates:

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Will you please communicate with me as quickly as possible to indicate that you will cooperate in this project in harmony with the commitment arrived at between Anchor Motor Freight and General Motors. I will appreciate a prompt reply.

Faternally yours,

DB:ew

FROM THE OFFICE OF
DAVE BECK, GENERAL PRESIDENT
INTERNATIONAL BROTHERHOOD OF TEAMSTERS
17

Woodward
1-4434
1-4435
1-4436
1-4437

ADMINISTRATIVE FILE

General Motors Company

Motorama Show

X

TRUCK DRIVERS
Local Union No. 299

Affiliated with the
International Brotherhood of Teamsters, Chauffeurs, Warehousemen
and Helpers of America

2741 VERMONT AVE.

DETROIT 16, MICH.

December 3, 1954

Mr. Dave Beck, General President
International Headquarters
100 Indiana Avenue, N. W.
Washington 1, D. C.

Dear Sir and Brother:

I was recently contacted by Frank Sprague, General Manager of the Anchor Motor Freight Company, who for a number of years has been trying to get General Motors to allow their Company to handle the General Motors Motorama Show, that is sent out on the road once a year as a good-will tour and to display their products in various cities. He has finally been able to convince General Motors to let him handle their show this year.

This job will employ approximately one hundred (100) drivers for a period of several months. The show will take place January 15th to the 26th in New York City; February 4th to the 16th in Miami, Florida; February 24th to March 13th in Los Angeles, California; March 20th to the 30th in San Francisco, California; and April 15th to the 30th in Boston, Massachusetts.

The only question to be settled now by the Company and General Motors is whether or not the highway drivers handling the specialized equipment and the show cars will be able to work the various cities making city deliveries and other work around the trucks without employing local drivers?

I believe that if we can assure this Company and General Motors of uninterrupted operations on this tour that we will be assured of getting all of this work in the future.

If there are any questions concerning this matter that you

Mr. Dave Beck

2

December 3, 1954

are desirous of having further information on please let
me know, so that I may be able to give this Company an
answer before the first of the year, as it takes some time
to prepare for this move.

Fraternally yours,

James R. Hoffa
James R. Hoffa,
Vice-President

JRH/dp